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Caspian Area

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SUBJECT

Shipments of Petroleum Products in the Volga-

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Since the end of World War II the shipments of petroleum products on the Caspian Sea have not reached the pre-revolutionary peak of 1917, and not even the prewar peak of 1939. Although the exact reasons for this situation are not known, public opinion blames it on the inadequate production methods of the Soviets and on the impoverishment of the Baku oil fields. 25X1A

There are three petroleum shipping companies engaged in this traffic

the following information on their shipments:

ReydTanker. The annual transport capacity of this company is 8.5 million tons for the navigation period which lasts from March to December. In 1941, at the beginning of World War II, ReydTanker's annual figure dropped from the eight million tons shipped in 1938 to 4.5 million tons. During World War II there was a sharp increase in shipments in 1943, when 8.5 to 9 million tons were moved. This increase, however, was due to the special conditions created in 1942 by the siege of Stalingrad. The Volga was closed to shipping that year and the petroleum products normally going up the river were stocked in Baku until 1943, when the siege was lifted.

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ıx		From 1943 on there was again a sharp decrease in shipments, which amounted to only 5.6 million tons in 1949. In 1950 when ReydTanker started to ship Tuymazy crude oil, the shipments increased again to a total of 6.4 million tons. The transport plan for ReydTanker set a figure of 6.8 million tons for 1951. It should be noted that the Five-Year Plan 1946-1951 did not envisage the attainment of prewar oil production, and 25X1X there was no indication that the shipments of ReydTanker would increase in 1952 and subsequent years. To sum up, the following table can be set up. The figures are in million tons of POL products shipped:
		Annual capacity 8.5 1938 8 1941 4.5 1943 8.5-9 1949 5.6 1950 6.4 1951 (Plan) 6.8
, , 1	(b)	KaspTanker. The oil transport capacity of this company is approximately nine million tons per navigational year. In the postwar years fluctuations in this company's shipments were similar to those of ReydTanker. An interesting point is that after WW II the reduced needs in oil shipments led to the conversion of some oil tankers into dry cargo freighters 25X1 this was done with the 1,500-ton tanker Na Vakhte and some others.
	(e)	VolgaTanker. The physical transport capacity of this oil company is well above that of ReydTanker and it has better tugboats and barges. The actual capacity, however, is lower than ReydTanker's because of certain navigational difficulties over the one thousand km route of VolgaTanker and because its navigation season is only from the end of April to the beginning of November.
Bre	akdow	n of ReydTanker Shipments
3. 1A	In go requi duct: the I Petro plan	eneral the annual navigation transport plan has to satisfy the irements set by the national Five-Year Plan and the annual pro- ion plan. On the basis of the annual transport plan, prepared by Ministry of the Merchant Fleet, the Ministry of the Merchant Fleet, the Ministry of the oleum Shipping Fleet (GlavNefteFlot) prepares quarterly transport s for oil products, assigning quotas to the individual tankers barges.
4.	it is Dimedi compi prior	ust be emphasized, however, that all these shipping plans exist ly on paper and that they are constantly violated. In most cases seither the Ministry of the Merchant Fleet itself or the Finish for Oil Distribution (GlavNefteSbyt) which, in lete disregard of established and approved plans, requests rity for gasoline shipments. As a consequence, the transport ark oil products is usually lagging.
5.	UU ME	950 ReydTanker transported 6.4 million tons of petroleum products strakhan and Gur'yev. In the plan for 1951 the following quan-

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(a)	Ethyl Gasoline 50% B-100 and 50% B-70 gasoline First priority shipments	
(b)	Kerosene 0.9 Transported mostly at the beginning and end of navigation season because it is needed for agriculture	
(c)	Ligroin Transport time is the same as for kerosene	•
(d)	Mazut (all types) Sharp increase in transport usually at the end of navigation period to create stocks for winter operations when shipments are stopped	
(e)	Cils (all types)	
	The breakdown on oils was as follows:	
	Turbine oil 5% Aviation oil 5% Automobile oil 45% Diesel oils 45%	
(f)	Diesel Fuels (all types)	
	The breakdown was as follows:	
	Solar oil 40% or 0.48 mil tons Heavy Diesel fuel "T" 15% or 0.18 mil tons Medium Diesel fuel "S" 30% or 0.36 mil tons Light Diesel fuel "L" 15% or 0.18 mil tons	4 .s+
(g)	Gas 011 0.3	
(h)	Tuymazy crude oil (Carried on return trips)	*(: *
	ave the following information on petroleum shipments which do not ginate in the Volga-Caspian region:	
(a)	Some shipments come to the USSR from Rumania any information on quantities or types, these shipments are carried by the Soviet or by the Rumanian fleet. however, that from 1945 on, a number of captains, engineers, and radio operators from ReydTanker were sent periodically to the Danubian Soviet State Shipping Company in Izmail. According to rumors, these people were sent to train local personnel in petroleum shipping tasks, and to organize the transports. After two or three years the ReydTanker personnel	25X 25X
	returned to their former functions and other people were sent to replace them in Izmail.	
(b)	Information on petroleum shipments up the Danube to Reni.	
(c)	As far no Soviet petroleum shipments are made to Eastern Germany. The origin of POL supplies in Eastern Germany is unknown to me.	

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